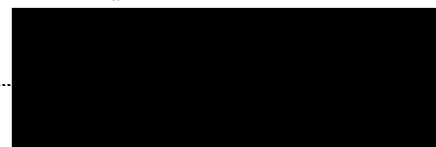


APPENDIX A.WSCC Pre-Application Advice



Technical Note

Project No: ITB16481
Project Title: Pagham South
Title: Design Code Scoping Note
Ref: TW/IN/ITB16481-001
Date: 12 April 2021

SECTION 1 Introduction

1.1.1 Foreman Homes has appointed i-Transport to provide highways and transport advice in relation to producing a Design Code for a development of a residential led mixed-use development at Land South of Summer Lane and West of Pagham Road, Pagham. Outline planning permission (P/140/16/OUT) was granted subject to conditions in November 2018 for the following:

"Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a TFE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved."

1.1.2 Condition 6 of the planning permission states:

Prior to the submission of any reserves matters application a design code masterplan shall be submitted to, and approved in writing, by the local planning authority. This document shall demonstrate how the detail proposals will reflect the objective of the:

- *Illustrative masterplan (Dwg No. DLA.1731.L003.05 Rev F);*
- *Design and access statement (DLA.1731.DAS.RPT.02.PLANNING ISSUE);*
- *Density Plan (DLA.1731.L003.07 Rev B);*
- *Storeys Parameter Plan (DLA.1731.L003.10);*
- *Development Framework Plan (DLA.1731.L003.02 Rev B); and*
- *Internal Movement Strategy (DLA.1731.L003.12 Rev B).*

The design code masterplan will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and the treatment of the public realm. The development shall be carried out in accordance with the design code.

1.1.3 As such, this Scoping Note has been prepared to seek agreement to the highways and transport principles to be applied to the Design Code and the subsequent Reserved Matters Application(s).

SECTION 2 Development Proposals

2.1 Site Access

- 2.1.1 The principle of access was agreed at the Outline Application stage, nevertheless a brief overview of the access strategy is provided below.
- 2.1.2 Vehicular access to the existing highway network will take the form of two new ghost island junctions to Pagham Road as approved at the Outline planning stage (planning ref: P/140/16/OUT). Each access will serve a parcel of development and it is not proposed to provide a vehicular connection between the northern and southern parcels. The northern access road will measure 7.3m in width, whilst the southern access road will measure 6.1m in width where they meet the existing local highway network.
- 2.1.3 Both accesses will provide pedestrian facilities adjacent to the access road, providing linkages between the new development and the existing highway network. It is also proposed to provide new uncontrolled pedestrian crossings across Pagham Road with dropped kerbs, tactile paving and pedestrian refuge islands in the vicinity of the vehicular access points. Additional pedestrian and cycle accesses to the proposed development are also proposed along Pagham Road to provide links to existing bus stops as well as Public Rights of Way. Pedestrian and cycle connections between the two parcels of development will be provided to help ensure a permeable and well-connected site is delivered.

2.2 Street Layout

- 2.2.1 The Design Code will set out the principles for the street hierarchy within the site. The routes will be designed in accordance with prevailing guidance documents such as the Manual for Streets, West Sussex Local Design Guide and the Arun District Design Guide.
- 2.2.2 It is proposed to apply the following hierarchy:
- **Primary Routes** - The primary routes through the site will provide a connection between the proposed development and the existing highway network. It is likely these routes will form 'tree lined avenues' and will help to contribute to the site wide landscaping strategy with garden frontages and street trees in verges. These streets are likely to have the following characteristics:
 - Carriageway widths of between 5.0m – 7.3m;

- Footways with a width of 2.0m on at least one side of the carriageway, potentially set back from the carriageway by a grassed / planted verge; and
- Potential for tree planting in 2.0m wide planted verges on either side of the road.
- **Secondary Routes** - Secondary Streets within the site will have a width of 4.8m - 5.5m, sufficient for a large vehicle and a car to pass. Localised narrowings down to a width of 3.7m may also be introduced in places to provide traffic calming. Footways with a width of 2.0m will be provided on at least one side.
- **Tertiary Routes** – The emerging site layout includes a number of shared space residential streets and residential mews with planted parking courts. These are provided as variable width routes between 4.5m and 6m width, with pedestrians, cyclists and motorised vehicles sharing the space. These spaces are designed to encourage slow traffic speeds and careful and considerate sharing of space. Where parking courts are provided these will have an aisle width of at least 6.0m to allow vehicles to manoeuvre into and out of spaces.

2.2.3 In line with Manual for Streets, the layout will be designed to encourage low traffic speeds. MfS recommends that residential developments should be designed to achieve a design speed of 20mph or less. The Primary Routes will therefore have a design speed of 20mph, with the Secondary and Tertiary Roads having a design speed of 15mph.

2.3 Visibility

2.3.1 The junctions on Primary Routes will be designed to have visibility splays of 2.4m x 25m in line with a 20mph design speed, whereas the secondary and tertiary access roads will be able to achieve visibility of at least 17m, commensurate with the 15mph Design Speed. Forward visibility envelopes of at least 17m will also be achievable around internal road bends on secondary and tertiary streets.

2.3.2 A visibility splay plan would be produced and submitted alongside a future Reserved Matters Application.

2.4 Service Margins

2.4.1 Service margins will be provided throughout the site on primary and secondary streets. Service Margins with a width of 2.0m will be provided on at least one side (where services will be carried), along with an additional 0.5m construction margin on the opposite side of the road (if there are no frontages).

2.5 Refuse Servicing Arrangements and Emergency Access

- 2.5.1 Servicing and refuse collection for the development will take place on-street within the site. The internal network of roads will be designed to accommodate a super large refuse vehicle (12m long x 2.5m wide) and to enable them to enter and egress in forward gear. The use of loop roads throughout much of the emerging site layout will limit the need for vehicle turning.
- 2.5.2 Swept path analysis plans would be prepared and submitted alongside a future Reserved Matters Application.
- 2.5.3 Swept path analysis of the proposed layout will also be undertaken to ensure that emergency vehicles are able to access, circulate and egress the development satisfactorily, routing within 45m of the furthest point of all properties in the layout.

2.6 Road Adoption

- 2.6.1 The Primary and Secondary Access Roads will be designed to meet adoptable standards, and provide sufficient road width, alignment and facilities to achieve this.
- 2.6.2 A Land Plan will be provided at the Reserved Matters Stage to demonstrate the areas of the site proposed for adoption as public highway. The detailed construction standard and design of the internal roads will be further considered through the Section 38 process for those streets proposed for adoption.

2.7 Car Parking Provision

- 2.7.1 Parking will be provided broadly in line with the Arun Parking Standards Supplementary Planning Document (2020). The SPD provides guidance on levels of car parking, cycle parking and electric vehicle infrastructure.
- 2.7.2 The parking standards are based on Parking Behaviour Zones. The proposed development falls within 'Zone 2 -- Peri-Rural'. A summary of the parking standards for the residential uses for the proposed development site are summarised in **Table 2.1**.

Table 2.1: Residential Car and Cycle Parking Standards – Zone 2

Dwelling Type	No. Of Bedrooms	No. of Habitable Rooms	Car Parking Provision	Cycle Parking Provision
Flats	1	1-3	2	1
	2	4	2	1
	3+	5-6	2	1
Houses	1	1-3	2	1
	2	4	2	1
	3	5-6	2	2
	4+	7+	3	2

Source: ADC Parking Standards Supplementary Planning Document, January 2020

- 2.7.3 In addition to the above, visitor parking will be required to be provided at a ratio of 20% of the total number of residential units.
- 2.7.4 The guidance document also outlines that all houses with a driveway or garage should provide an electric vehicle charging point.

Car Parking Design

- 2.7.5 The following section provides an overview of the proposed car parking design principles. It is proposed that parking bay dimensions will be provided broadly in line with the Arun Design Guide:
- Where parking spaces are unconstrained on either side, a parking space of at least 2.5m x 5.0m is provided;
 - Where a parking space is constrained by an adjacent wall or fence on one side, a parking space of 2.7m x 5.0m is provided, or a 0.3m margin is provided adjacent to the boundary feature;
 - Where a parking space is constrained by an adjacent wall or fence on both sides, a parking space of 3.0m x 5.0m is provided;
 - Longitudinal parking bays (for visitor parking) are provided as a minimum of 2.0m x 6.0m bays, in line with MfS Guidance;
 - Garages and car ports will have an internal dimension of 3m x 6.0m;
 - Parking bays in front of a garage (tandem space) should be a minimum of 6m and 5.5m for garages with a roller shutter door; and
 - All parking will be closely and conveniently located to the associated dwelling.

Cycle Parking Provision

- 2.7.6 Cycle parking will be provided for each dwelling in full accordance with Arun's Parking Standards. For houses, one parking space for one-bed dwellings are required, whilst for two, three and four bed dwellings two cycle parking spaces are required.
- 2.7.7 Cycle parking will be delivered for each house within either a garage (where provided) or garden sheds with rear plot access.
- 2.7.8 For apartments, one space is required per dwelling and will be provided in a conveniently located, covered and secure cycle store.

2.8 **Road Safety Audit**

- 2.8.1 An independent Stage 1 Road Safety Audit will be carried out in accordance with DMRB GG 119 to consider the safety of the proposed layout.

SECTION 3 Summary

- 3.1.1 Foreman Homes has appointed i-Transport to provide highways and transport advice in relation to producing a Design Code for a development of a residential led mixed-use development at Land South of Summer Land and West of Pagham Road, Pagham.
- 3.1.2 This Scoping Note has been prepared to seek agreement to the highways and transport the principles to be applied to the Design Code which is secured through a planning condition to the Outline permission and will form the basis of any future Reserved Matters applications for the site.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:David Easton
FROM:	WSCC - Highways Authority
DATE:	12 August 2021
LOCATION:	Land South of Summer Lane & West of Pagham Road Pagham
SUBJECT:	P/83/21/DOC Approval of details reserved by condition imposed under ref P/140/16/OUT relating to Condition No 6 - design code masterplan. An amendment received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments have been made previously in respects of the originally submitted Design Code. The revised Design Code is duly noted and has been reviewed against these earlier comments.

P28 – It should be checked to ensure the details set out within this section are consistent with the details contained within the location specific areas elsewhere in the document. As examples, there are some differences between the road widths quoted (there are no cross sections indicating carriageway widths of 3.7 to 4.8 metres wide) and none of the cross sections for shared surfaces reflect the provision of service margins as outlined in the details on this page.

P45 – The footway widths were questioned as part of the initially WSCC comments, albeit the notation on the cross section was interpreted as reading 1.2 metre wide footway rather than 1-2 metres. Nevertheless, the cross section should seek to achieve 2 metre wide footways on both sides of the carriageway as a 1 metre wide footway is otherwise quite narrow. At the very least the 1 metre minimum should be increased to 1.5 metres.

P45 – With the shared surface cross section, if the shared surface is to be offered for adoption the applicant should note that margins would be required on both sides of the shared surface. For adoptable areas, the margins should be a minimum of 500mm wide. The expectation is that the margins would be of sufficient width to avoid any services being placed within the shared surface itself.

P57, P61, P65 – Similar to the above point, margins would be required along both sides of the shared surfaces if these are to be adopted as public highway.

The only other point to mention in general regarding the shared surface areas is the need for defined parking areas to be provided. The references to parking within shared surfaces at present covers that for residents but not informal/visitor parking arrangements.

As noted already, details of margins alongside shared surfaces are covered by the details on P28. However the actual street cross sections do not reflect these with the required margins potentially encroaching significantly into front gardens.

P72 – Within the Street Typology, there is no mention of the need for appropriate traffic management or school safety zone features. The overall carriageway width for this section of road is acknowledged but there must be appropriate design features to aid pedestrians crossing and restrict vehicle speeds. These are considered essential given the community uses that surround this length of road.

Overall, the broad principles in highway terms are mostly acceptable. There are still various matters that would benefit from reviewing to ensure consistency throughout the Design Code document.

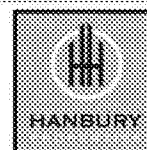
Ian Gledhill
West Sussex County Council – Planning Services

APPENDIX B. Approved Illustrative Site Layout



0m 25m 100m

On behalf of:



PROJECT:
**Proposed Mixed Use
Development at Pagham South**

DRAWING TITLE:
Illustrative Masterplan

Produced by:
**DAVIESLANDSCAPE
ARCHITECTS**
Unit 11, Stroud House, Stroud Street, Stroud, Gloucestershire, GL5 3AH
T: 01452 780000 A: 01452 780001 E: info@dlas.co.uk

DATE: August 2018 SCALE: 1:2500@A3
REPORT REFERENCE: DLA.1731.L003.05 Rev F

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APPENDIX C. Decision Notice



Town & Country Planning Act 1990 (as amended)
Town & country Planning (Development Management
Procedure) (England) Order 2015 - Article 5
Application for Outline Consent
DECISION NOTICE

Application Ref: P/140/16/OUT

To Addressee

Hunter Page Planning Ltd
 Thornbury House
 18 High Street
 Cheltenham
 GL50 1DZ

Site Address

Land South of Summer Lane
 & West of Pagham Road

Description of Development

Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link th site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved.

In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans and subject to compliance with the following conditions and Section 106 Agreement.

- 1 The permission hereby granted is an outline permission under s92 of the Town and Country Planning Act 1990 (as amended) and an application for the approval of the Local Planning Authority to the following matters must be made not later than the expiration of 3 years beginning with the date of this permission:-

- (a) Layout;
- (b) Scale;
- (c) Appearance;
- (d) Landscaping.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan - dwg no. DLA.1731.L003.03
 Red Line Boundary - DLA.1731.L003.01
 Proposed Northern Site Access - 1616/01 Rev L
 Proposed Southern Site Access - 1616/02 Rev K

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan (2011-2031).

- 4 No development shall take place until a detailed scheme of phasing for the construction of the dwellings and associated highways and public areas has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a schedule identifying the order of anticipated commencement and completion within each phase of construction.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the phasing of the development needs to be satisfactory before work commences.

- 5 No development in any phase shall be carried out unless and until a schedule of materials and finishes to be used for that phase for external walls and roofs of the proposed buildings has been submitted to and approved by the Local Planning Authority. No development in any phase shall be carried out unless and until a 'statement of detail' for that phase has been submitted to and approved setting out details of proposed windows and doors, details of the depth of recess/reveal from the brickwork, sills and lintels, brick bonding, brick detailing, eaves detailing and rainwater goods. The materials and 'statement of details' so approved shall be used in the construction of the buildings.

Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the use of satisfactory external materials goes to the heart of the planning permission.

6

Prior to the submission of any reserved matters application a design code masterplan shall be submitted to, and approved in writing, by the Local Planning Authority. This document shall demonstrate how the detailed proposals will reflect the objectives of the;

- Illustrative Masterplan (Dwg No. DLA.1731.L003.05 Rev F);
- Design and Access Statement (DLA.1731.DAS.RPT.02.PLANNING ISSUE);
- Density Plan (DLA.1731.L003.07 Rev B);
- Storeys Parameter Plan (DLA.1731.L003.10);
- Development Framework Plan (DLA.1731.L003.02 Rev B); and
- Internal Movement Strategy (DLA.1731.L003.12 Rev B).

The design code masterplan will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and treatment of the public realm. The development shall be carried out in accordance with the approved design code.

Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the design of the scheme goes to the heart of the planning permission.

7

The landscaping and layout particulars to be submitted in accordance with Condition 1 shall include:

- i. Details of all existing trees and hedgerows on the land, showing which are to be retained and which removed;
- ii. Details of the positions, height, design, materials and type of boundary treatment to be provided;
- iii. Details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree
- iv. The detailed landscape design for the development including the layout and design of the public realm within the development;
- v. Details of the surfacing, lighting and signage of all footpaths, cycle routes and a phasing plan for their provision;

No hedge or tree shall be felled, uprooted or otherwise removed before, during or after the construction period except where removal is indicated on a plan approved by the Local Planning Authority.

Reason: In the interests of amenity and of the environment of the development in accordance with Policy ENV DM4 of the Arun Local Plan.

- 8 Landscaping (hard and soft) shall be carried out in accordance with the approved details. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the first occupation of each phase or sub phase of the development hereby permitted or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the phase or sub-phase die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with Policy D DM1 of the Arun Local Plan.

- 9 Prior to the commencement of each phase of the development an Arboricultural Method Statement and Tree Protection Plan shall be submitted for that phase to and approved in writing by the Local Planning Authority and the development shall be undertaken in strict accordance with the details so approved.

Reason: To ensure the retention and maintenance of trees and vegetation which are an important feature of the area in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition as the protection and retention of trees goes to the heart of the planning permission.

10

Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the local planning authority, and shall include;

- The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDs Manual Produced by CIRIA. Winter groundwater monitoring to established highest annual ground water levels and percolation testing to BRE 365, or similar approved, will be required to support the design of any infiltration drainage.

- The development shall not proceed until formal consent has been approved in writing from the Lead Local Flood Authority (WSCC) or its agent (ADC) for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourses on the site. Any discharge of watercourse must be at a rate no greater than the pre-development run off values.

- Arrangements for future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting the site.

No building shall be occupied until the complete surface water drainage system serving it has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with Policies D DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the surface water disposal scheme is agreed before construction commences and to protect existing watercourses prior to the commencement of development.

11

Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with Policies D DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the future maintenance and funding arrangements for the surface water disposal scheme are agreed before construction commences.

- 12 Upon completed construction of the surface water drainage system but prior to occupation of any part of the scheme, the owner or management company shall either provide the local planning authority with an updated copy of the management manual incorporating any changes as a result of construction/implementation or confirm in writing that no changes are required to the manual.

No further changes shall be made to the approved surface water drainage system Maintenance & Management Plan/Regime including the management company responsible or the financial arrangements between the owners of the dwellings & the management company other than with the written consent of the Local Planning Authority.

The owner or management company shall thereafter strictly adhere to and implement the recommendations contained within the manual to ensure that the system is maintained in perpetuity.

Reason: To ensure the efficient maintenance and on-going operation of the surface water drainage system and to ensure the best practice in line with guidance set out in 'The SuDS Manual' CIRIA publication ref: C753 Chapter 32, in accordance with Policies D DM1, W DM2 and W DM3 of the Arun Local Plan.

- 13 Before the development hereby permitted is commenced, details of a proposed foul drainage system shall be submitted to and approved in writing by the Local Planning Authority (including details of its siting, design and subsequent management/maintenance, if appropriate) and no dwelling shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

Reason: To ensure adequate infrastructure is provided to enable the scheme to be satisfactorily drained in accordance with Policies D DM1, W DM1 and W SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition as the foul drainage system goes to the heart of the planning permission.

- 14 Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development.

Reason: To ensure adequate foul capacity is available to satisfactorily drain the development and avoid adverse impacts upon the Pagham Harbour SPA/Ramsar in accordance with policies D DM1, W DM1, W SP1, ENV DM2 and H SP2a of the Arun Local Plan.

- 15 Prior to the commencement of construction works or any preparatory works an Ecological Management and Mitigation Plan including a Schedule of Works shall be submitted to the LPA for approval and will be based on the recommendations within the supporting Ecological Assessment - Dec 2016 5633.EcoAss.vf1. All approved details shall then be implemented in full and in accordance with the agreed timings and details.

Reason: This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national guidance and Policy ENV SP1 and ENV DM5 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because of the need ensure measures are in place to protect wildlife and habitats on site prior to any disturbance.

- 16 Prior to the occupation of any dwelling of a particular phase, a scheme for external lighting shall be submitted and approved in writing by the Local Planning Authority. The scheme shall ensure that the lighting is sensitive to bats by minimising the lighting of the woodland along the southern and western boundaries and shall comply with Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light, Obtrusive Light Limitations for Exterior Lighting Installations for Zone E3.

Reason: To control the residential amenities of the local environment in accordance with Policies D DM1 and QE DM2 of the Arun Local Plan.

- 17 Prior to the commencement of development, including any works of demolition, a Construction Management Plan shall be submitted for approval in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- full details of the construction compound,
- soil resources plan,
- dust mitigation measures,
- noise reduction measures,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of effective wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because of the safety and amenity issues that need to be addressed.

- 18 During the construction phase no machinery/vehicles or plant shall be operated on the site, no process shall be carried out and no deliveries taken at or despatched except between the hours of:
- 7.00 a.m. and 6.00 p.m. on Mondays to Fridays inclusive
8.00 a.m. and 1.00 p.m. on Saturday
Not at any time on Sundays or Public Holidays
- Reason: In the interests of amenity in accordance with Policies D DM1 and QE DM1 of the Arun Local Plan.
- 19 No raw materials, finished or unfinished products or parts, crates, packing materials or waste shall be stacked or stored on the site except within the storage areas identified in the Construction Management Plan at any time approved by the Local Planning Authority.
- Reason: To safeguard the amenities of neighbouring properties in accordance with Policy D DM1 of the Arun Local Plan.
- 20 Prior to commencement of development the applicant shall prepare and submit for approval an Employment and Skills Plan for the construction phase of development. Following approval of the Employment and Skills Plan the developer will implement and promote the objectives of the approved plan.
- Reason: in accordance with Policy SKILLS SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to as it relates to the construction phase of development.
- 21 The vehicular and pedestrian accesses and bus stop lay by as indicatively shown on drawing no.1616/01 Rev L ("the Northern Access") including appropriate visibility splays shall be completed in accordance with the requisite Agreement under s278 of the Highways Act 1980 with the local highway authority prior to the occupation of any phase of the development served by the Northern Access. Once provided the visibility splays for said access shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.
- Reason: In the interests of amenity and to avoid unacceptable harm to highway safety in accordance with policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition as establishing an access to the site goes to the heart of the planning permission.

- 22 The vehicular and pedestrian accesses as indicatively shown on drawing no.1616/02 Rev K ("the Southern Access") including appropriate visibility splays (in line with any S278 approval) shall be completed in accordance with the requisite Agreement under s278 of the Highways Act 1980 prior to the occupation of any phase of the development served by the Southern Access. Once provided the visibility splays for said access shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

Reason: In the interests of amenity and to avoid unacceptable harm to highway safety in accordance with policy T SP1 of the Arun Local Plan.

- 23 No part of the development shall be first occupied until visibility splays of 2.4 metres by 49 metres have been provided at the proposed northern and southern site vehicular accesses onto Pagham Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

In the interests of amenity and to avoid unacceptable harm to highway safety in accordance with policy T SP1 of the Arun Local Plan.

- 24 Before development commences a scheme identifying the principles to be incorporated into detailed building design as the means of energy conservation, together with on-site energy renewable devices, shall be submitted to and agreed with the Local Planning Authority. Such scheme as is submitted shall seek as a target the provision of on-site renewable energy which will generate an estimated 10% of annual energy requirements of the buildings granted planning permission. In determining the provision of on-site energy generation account will be taken of the impact on the viability of the development. Such scheme as is approved will be implemented in accordance with the scheme.

Reason: In accordance with Policy ECC SP2 of the Arun Local Plan. It is considered necessary for this be a pre-commencement condition as sustainability goes to the heart of the approval.

- 25 Prior to the commencement of development, a strategy for the provision or facilitation of broadband provision to future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment in accordance with Policy TEL SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the provision of broadband needs to be incorporated into the design for the site.

- 26 No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport in accordance with Policies D DM1 and T SP1 of the Arun Local Plan.

- 27 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: The site has the potential to contain unknown remains of archaeological importance therefore in accordance with Policies D DM1 and HER DM6 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because archaeology can only be investigated before construction commences.

- 28 Prior to commencement of development a badger survey should be undertaken to ensure badgers are not using the site. If a badger sett is found onsite, Natural England should be consulted and a mitigation strategy produced and submitted to the Local Planning Authority for approval.

Reason: In accordance with with Policies ENV SP1 and ENV DM5 of the Arun Local Plan. It is considered that this condition must be pre-commencement to prevent harm to potentially vulnerable species on site.

- 29 Prior to the commencement of development, an Electric Vehicle Charging Strategy will be prepared and submitted to the Local Planning Authority which identifies the nature, form and location of electric charging infrastructure to be provided across the development. The electric vehicle strategy shall then be implemented in accordance with the approved details.

Reason: New petrol and diesel cars/vans will not be sold beyond 2040, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with Policy D DM1 and Policy QE DM3 (c) of the Arun Local Plan and the NPPF. It is considered necessary for this to be a pre-commencement condition to ensure that the requisite charging infrastructure is designed into the housing development and it is implemented.

- 30 No development shall commence until the applicant has submitted and the local planning authority (in consultation with Natural England) has approved the detailed management and maintenance scheme for the adjacent Pagham Harbour SPA Enhancement Land (as defined and referred to within the Agreement under s106 of the Town and Country Planning Act associated with the permission) which shall provide for:

- (a) the delivery of habitat enhancements (including some areas of additional planting) for Brent Geese on said land so as to achieve no net loss of foraging habitat for Brent Geese due to the development proposals;
- (b) the management of field boundary vegetation, associated with specific adjoining fields to enhance sight lines for Brent Geese, making this field matrix more suited to use by them; and
- (c) cessation of bird scaring initiatives on said land;

said measures and scheme to substantially accord with the details set out in Chapter 4 of the Ecology Solutions Ltd "Brent Goose Mitigation Plan" December 2017 submitted in support of the application.

Reason: This condition is necessary to ensure that the management and maintenance of the Pagham Harbour SPA Enhancement Land accords with national guidance and Policy ENV DM2 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because of the need ensure measures are in place to avoid any detrimental impact of the development upon the SPA/Ramsar prior to development commencing.

INFORMATIVE: The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally take, damage or destroy the nest of any wild birds while the nest is in use or being built. Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the act.

INFORMATIVE: This notice does not give authority to destroy or damage a bat roost or disturb a bat. Bat species are protected under Section 39 of the 1994 Conservation (Natural Habitats etc) Regulations (as amended), the 1981 Wildlife and Countryside Act (as amended) and the 2000 Countryside and Rights of Way Act. It is illegal to damage or destroy any bat roost, whether occupied or not, or disturb or harm a bat. If you are aware that bats roost in a tree(s) for which work is planned, you should take further advice from Natural England (via the Bat Conservation Trust on 0845 1300228) or an ecological consultant before you start. If bats are discovered during the work, you must stop immediately and contact Natural England before continuing.

INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant,

acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.



Neil Crowther
Group Head of Planning

Case Officer: Mr D Easton

Date of Decision:

22 November 2018

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against this planning application decision, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against this planning application decision, then you must do so within 28 days of the date of service of the enforcement notice, or within 12 weeks of the date of this notice, whichever period expires earlier.

Otherwise, if you want to appeal against this decision then you must do so within 6 months of the date of this notice.

Appeals must be using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <http://acp.planninginspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

PURCHASE NOTICES

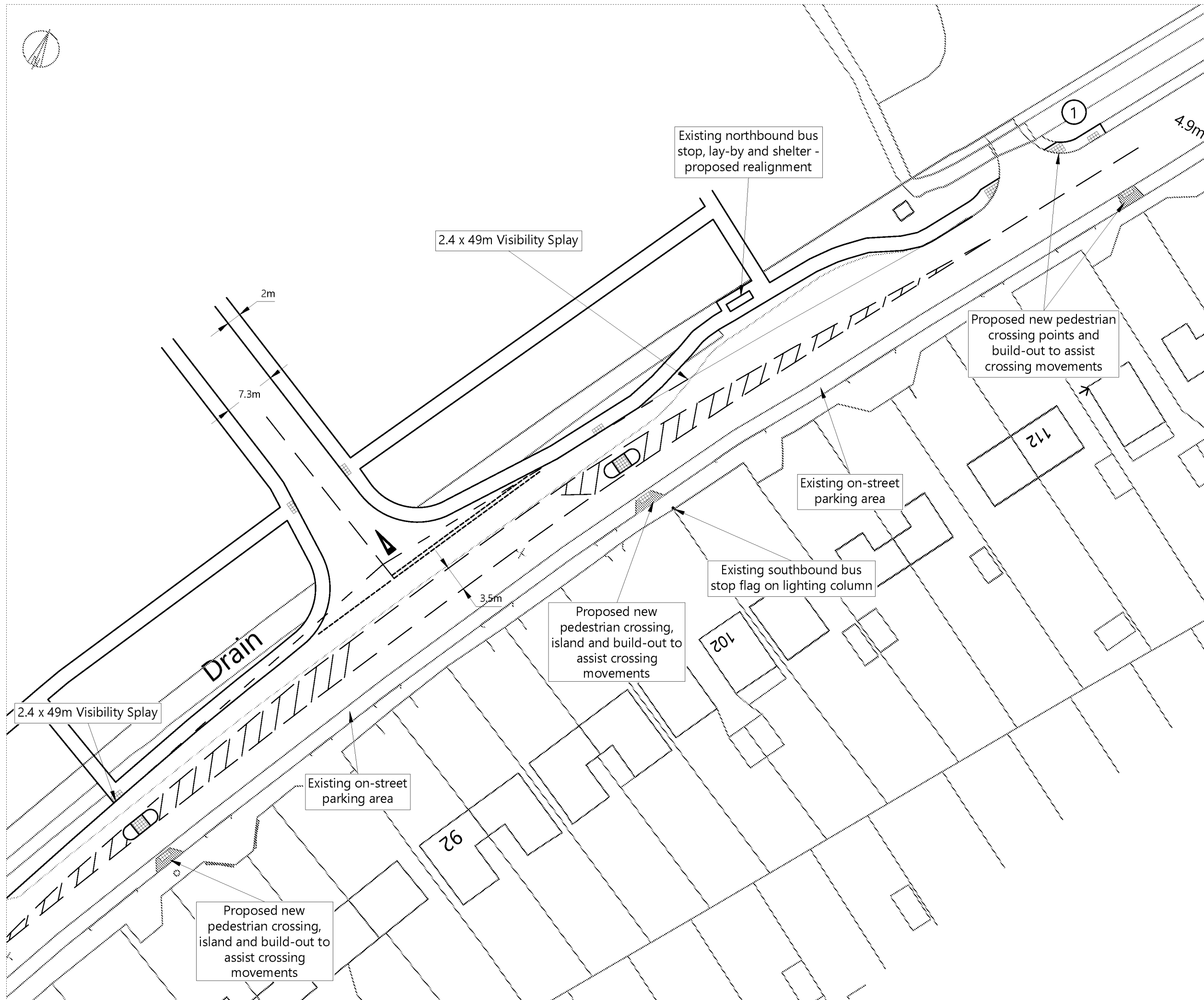
If either the local planning authority or the Secretary of State refused permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for the Park, or in any other case the district council in whose area the land is situated).

This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town & Country Planning Act 1990.

Please note that this decision notice only relates to matters under the Planning Acts and does not give consent under any other legislation that may apply to the development. You will need to carry out your own checks to determine whether any other consents or permissions are required. For example, the Building Regulations are likely to apply to most developments, and a Highways Licence may be required from West Sussex County Council for any development within the public highway (including the placing of skips on highway land).

APPENDIX D.Approved Site Access and Associated Highway Works Drawings



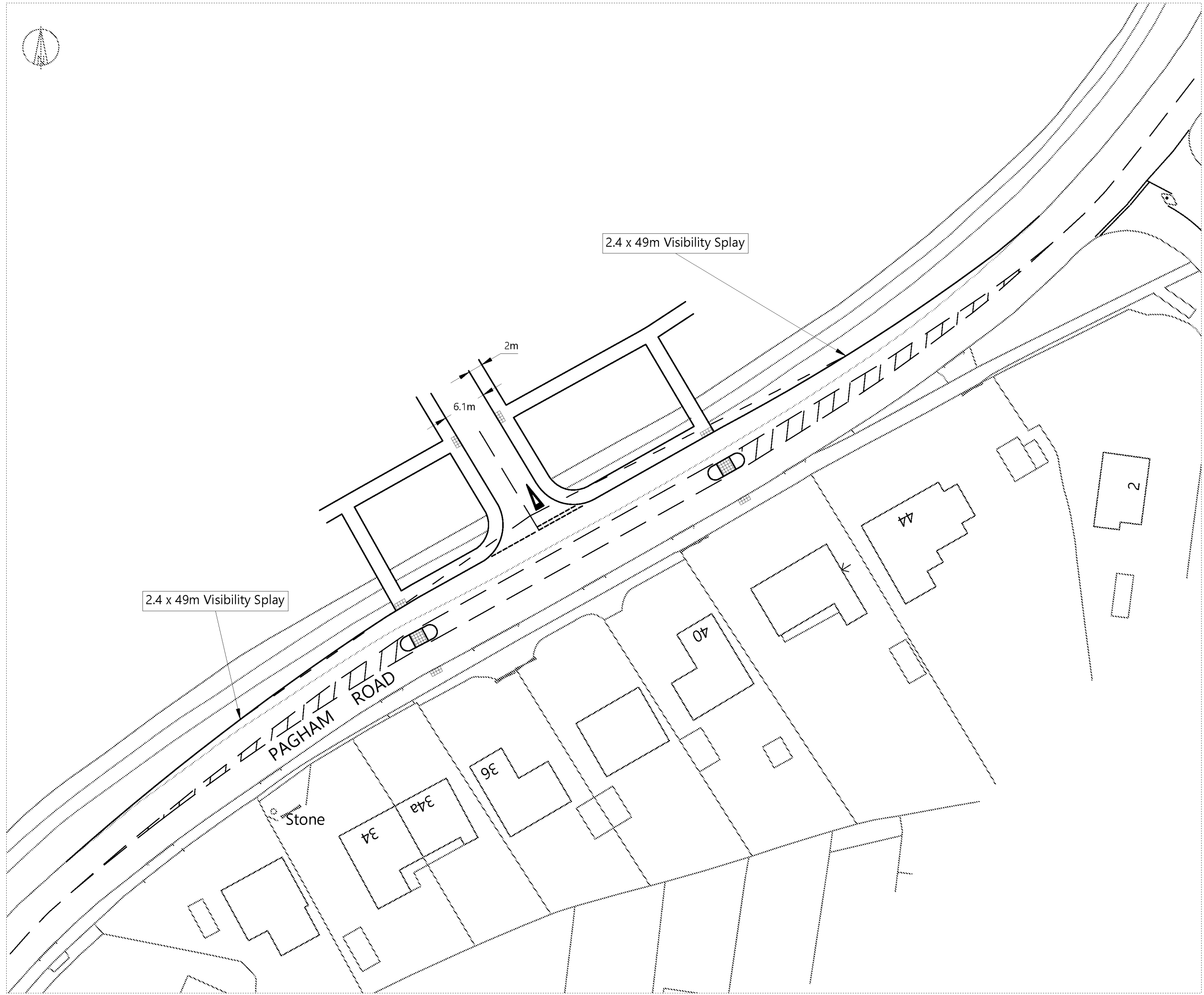
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KEY:
1. No dig construction to be used for
footway extension at Village Hall access to
protect tree roots.

L	Removal of duplicate annotation	10/03/17
K	Update to pedestrian crossings to north	07/04/17
J	Addition of driveways	10/03/17
H	Addition of footway at bellmouth	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/08/16
D	Modification to visibility splays based on measured speeds	28/06/16
C	Addition of southbound bus stop location	13/06/16
B	Visibility Splays, Extension of proposed footway along site frontage	12/06/16
A		10/06/16
ISSUE	REASON FOR REVISION	DATE

PROJECT: PAGHAM SOUTH, PAGHAM		
CLIENT: HANBURY PM Ltd		
PROJECT REFERENCE: 1616	DRAWING NUMBER: 01	SCALE: 1:500 @ A3

Highgate Transportation www.highgatetransportation.co.uk Box 13, 42 Triangle West Park Street, Bristol BS8 1ES 07973 375 937 / 07595 892 217 © Highgate Transportation Limited		
TITLE: PROPOSED NORTHERN SITE ACCESS		
DATE: 08/06/16	DRAWN BY: FB	CHECKED: DT



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100035409.

V	Updated visibility splay	22/09/17
J	Addition of driveways	17/03/17
H	Ghost right turn lane removed	09/02/17
G	Pedestrian refuge widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/08/16
D	Conversion addition	21/07/16
C	Modification to visibility splays based on measured speeds	26/06/16
B	Visibility Splays	12/05/16
A	Extension of proposed footway along site frontage	10/05/16
ISSUE	REASON FOR REVISION	DATE

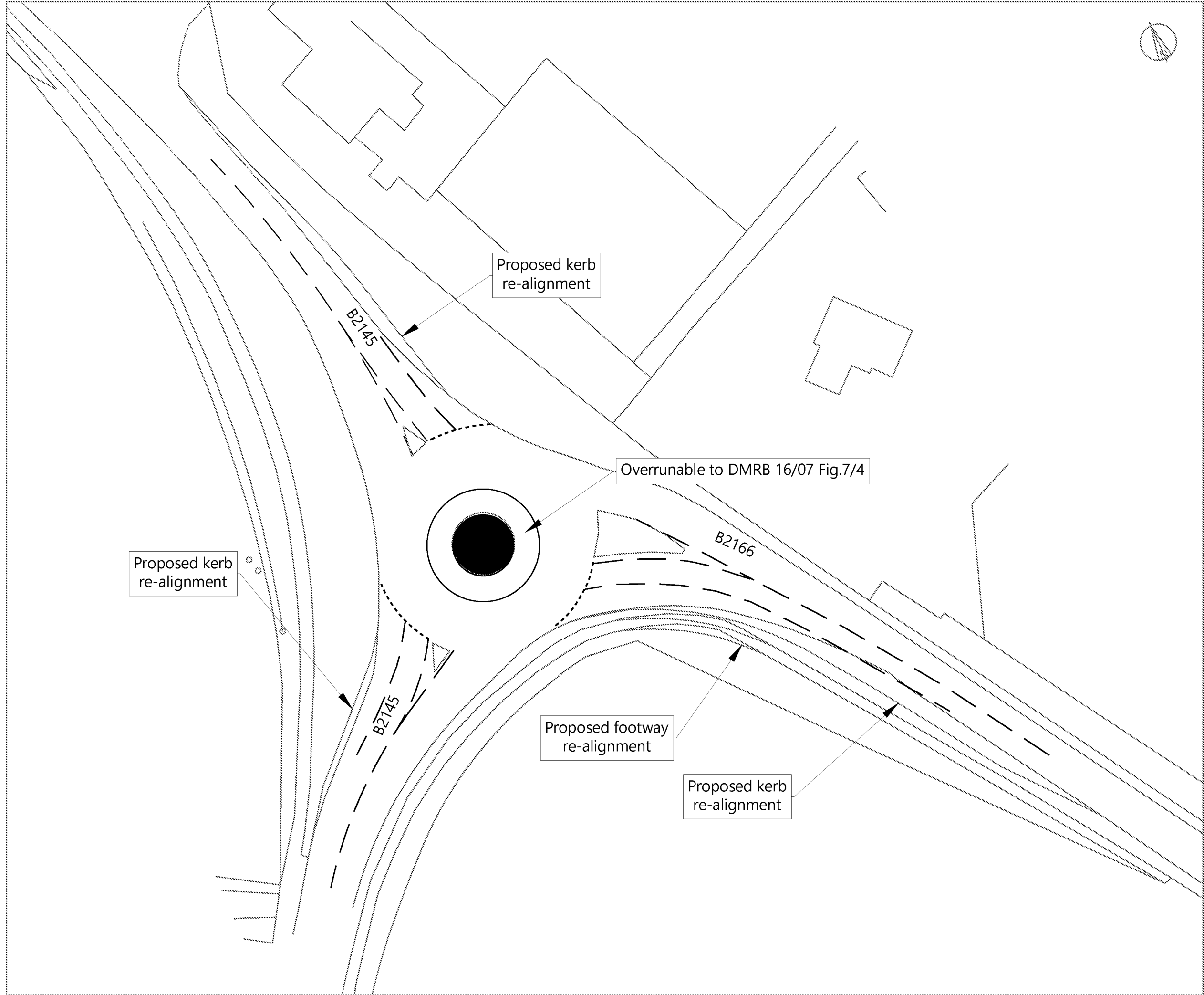
PROJECT:		
PAGHAM SOUTH, PAGHAM		
CLIENT:		
HANBURY PM Ltd		
PROJECT REFERENCE	DRAWING NUMBER	SCALE
1616	02	1:500 @ A3

Highgate Transportation

www.highgatetransportation.co.uk

Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217
© Highgate Transportation Limited

TITLE:		
PROPOSED SITE ACCESS - SOUTH OF SEA WAY		
DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT



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North point shown indicative only.

E	Updated further to agreement with WSCC.	28/02/18
D	Updated to reflect DBA suggestions	18/02/18
C	Updated to reflect agreed design	11/10/17
B	Highway ownership boundary re-drawn	16/06/17
A	Additional mitigation on other arms	09/06/17
ISSUE	REASON FOR REVISION	DATE

PROJECT: PAGHAM SOUTH, PAGHAM		
CLIENT: HANBURY PM Ltd		
PROJECT REFERENCE: 1616	DRAWING NUMBER: 13	SCALE: 1:500 @ A3

Highgate Transportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS8 1ES 07973 375 937 / 07595 892 217 © Highgate Transportation Limited		
TITLE: PROPOSED MITIGATION WORKS - B2145/B2166		
DATE: 17/03/17	DRAWN BY: FB	CHECKED: DT

APPENDIX E. Proposed Site Layout

Please Note:
Drawing to be scaled for planning purposes only, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.
Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.
This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.
Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

Further design information:



Accommodation Schedule:

- 35 No. 1 Bed Flats
- 11 No. 2 Bed Flats
- 103 No. 2 Bed Houses
- 120 No. 3 Bed Houses
- 106 No. 4 Bed Houses

Total: 375 Units

Rev.	Description	DATE	DB / CB
Date		Nov '21	
Drawn By/Checked By		VP / HJE	
Scale		1:1250 at A1	
Revision			
Project			
Title			
Dwg#			
Status			

APPENDIX F. Car Parking Schedule

Site: Summer Lane PO2'

Plot No	No. Bed	Type	Parking Provision				ADC Parking Standard	Standard Compliant?
			Garage	Allocated	Tandem	Total		
1	2	Terrace End			2	2	2	0
2	2	Terrace Mid			2	2	2	0
3	2	Terrace Mid		2		2	2	0
4	2	Terrace End		2		2	2	0
5	3	Terrace End		2		2	2	0
6	3	Terrace Mid		2		2	2	0
7	3	Terrace End		2		2	2	0
8	3	Terrace End		2		2	2	0
9	3	Terrace Mid		2		2	2	0
10	3	Terrace End		2		2	2	0
11	3	Terrace End		2		2	2	0
12	3	Terrace Mid		2		2	2	0
13	3	Terrace End		2		2	2	0
14	2	Terrace End		2		2	2	0
15	2	Terrace Mid		2		2	2	0
16	2	Terrace End		2		2	2	0
17	2	Terrace End		2		2	2	0
18	2	Terrace Mid		2		2	2	0
19	2	Terrace Mid		2		2	2	0
20	4	Terrace End		3		3	3	0
21	2	Terrace End		2		2	2	0
22	2	Terrace Mid		2		2	2	0
23	2	Terrace End			2	2	2	0
24	2	Terrace End			2	2	2	0
25	3	Terrace Mid			2	2	2	0
26	2	Terrace End			2	2	2	0
27	2	Terrace End			2	2	2	0
28	3	Terrace Mid			2	2	2	0
29	2	Terrace End			2	2	2	0
30	2	Terrace End			2	2	2	0
31	2	Terrace Mid			2	2	2	0
32	2	Terrace End			2	2	2	0
33	2	Terrace End			2	2	2	0
34	2	Terrace Mid		2		2	2	0
35	2	Terrace End		2		2	2	0
36	1	Apartment		2		2	2	0
37	2	Apartment		2		2	2	0
38	4	Semi Detached House		1	2	3	3	0
39	2	Terrace End			2	2	2	0
40	2	Terrace Mid			2	2	2	0
41	2	Terrace End			2	2	2	0
42	3	Semi Detached House		2		2	2	0
43	3	Semi Detached House		2		2	2	0
44	3	Terrace End		2		2	2	0
45	3	Terrace Mid		2		2	2	0
46	3	Terrace End		2		2	2	0
47	3	Terrace End		2		2	2	0
48	3	Terrace Mid		2		2	2	0
49	3	Terrace End		2		2	2	0
50	3	Terrace End		2		2	2	0
51	3	Terrace Mid		2		2	2	0
52	3	Terrace End		2		2	2	0
53	3	Terrace End		2		2	2	0
54	3	Terrace Mid		2		2	2	0
55	3	Terrace End		2		2	2	0
56	3	Semi Detached House			2	2	2	0
57	3	Semi Detached House			2	2	2	0
58	3	Semi Detached House		2		2	2	0
59	3	Semi Detached House		2		2	2	0
60	3	Semi Detached House		2		2	2	0
61	3	Semi Detached House			2	2	2	0
62	3	Semi Detached House			2	2	2	0
63	3	Semi Detached House			2	2	2	0
64	3	Semi Detached House			2	2	2	0
65	3	Semi Detached House			2	2	2	0
66	3	Semi Detached House			2	2	2	0
67	3	Semi Detached House			2	2	2	0
68	4	Semi Detached House		1	2	3	3	0
69	1	Apartment		2		2	2	0
70	2	Apartment		2		2	2	0
71	3	Semi Detached House		2		2	2	0
72	3	Semi Detached House			2	2	2	0
73	3	Semi Detached House			2	2	2	0
74	3	Semi Detached House			2	2	2	0
75	3	Semi Detached House			2	2	2	0
76	3	Semi Detached House			2	2	2	0
77	3	Semi Detached House			2	2	2	0
78	3	Semi Detached House			2	2	2	0
79	3	Semi Detached House			2	2	2	0
80	3	Semi Detached House			2	2	2	0
81	1	Apartment		2		2	2	0
82	2	Apartment			2	2	2	0
83	4	Semi Detached House			2	2	3	-1
84	3	Semi Detached House		2		2	2	0
85	3	Semi Detached House		2		2	2	0
86	3	Semi Detached House		2		2	2	0
87	3	Semi Detached House		2		2	2	0
88	3	Semi Detached House			2	2	2	0
89	1	Apartment			2	2	2	0
90	2	Apartment		2		2	2	0
91	2	Terrace End			2	2	2	0
92	2	Terrace Mid			2	2	2	0
93	2	Terrace End			2	2	2	0
94	2	Terrace End			2	2	2	0
95	2	Terrace Mid			2	2	2	0
96	2	Terrace End			2	2	2	0
97	3	Semi Detached House			2	2	2	0
98	3	Semi Detached House			2	2	2	0
99	3	Semi Detached House			2	2	2	0
100	3	Semi Detached House			2	2	2	0
101	4	Semi Detached House		1	2	3	3	0
102	1	Apartment		2		2	2	0
103	2	Apartment			2	2	2	0
104	2	Terrace End		2		2	2	0
105	2	Terrace Mid		2		2	2	0

Plot No	No. Bed	Type	Parking Provision				ADC Parking Standard	Standard Compliant?
			Garage	Allocated	Tandem	Total		
106	2	Terrace Mid		2		2	2	0
107	2	Terrace End			2	2	2	0
108	2	Terrace End		2		2	2	0
109	2	Terrace Mid		2		2	2	0
110	2	Terrace Mid		2		2	2	0
111	2	Terrace End			2	2	2	0
112	2	Terrace End		2		2	2	0
113	2	Terrace Mid		2		2	2	0
114	2	Terrace Mid		2		2	2	0
115	2	Terrace End		2		2	2	0
116	2	Terrace End		2		2	2	0
117	2	Terrace Mid		2		2	2	0
118	2	Terrace Mid		2		2	2	0
119	2	Terrace End		2		2	2	0
120	2	Terrace End		2		2	2	0
121	2	Terrace Mid		2		2	2	0
122	2	Terrace Mid		2		2	2	0
123	2	Terrace End		2		2	2	0
124	2	Terrace End		2		2	2	0
125	2	Terrace Mid		2		2	2	0
126	2	Terrace Mid		2		2	2	0
127	2	Terrace End		2		2	2	0
128	2	Terrace End		2		2	2	0
129	2	Terrace Mid		2		2	2	0
130	2	Terrace Mid		2		2	2	0
131	3	Terrace End		2		2	2	0
132	2	Apartment		2		2	2	0
133	1	Apartment		2		2	2	0
134	1	Apartment		2		2	2	0
135	1	Apartment		2		2	2	0
136	1	Apartment			2	2	2	0
137	1	Apartment			2	2	2	0
138	1	Apartment		2		2	2	0
139	1	Apartment			2	2	2	0
140	1	Apartment			2	2	2	0
141	1	Apartment		2		2	2	0
142	2	Apartment		2		2	2	0
143	1	Apartment		2		2	2	0
144	1	Apartment		2		2	2	0
145	1	Apartment		2		2	2	0
146	1	Apartment		2		2	2	0
147	1	Apartment		2		2	2	0
148	1	Apartment			2	2	2	0
149	1	Apartment			2	2	2	0
150	1	Apartment			2	2	2	0
151	1	Apartment			2	2	2	0
152	1	Apartment			2	2	2	0
153	2	Apartment			2	2	2	0
154	1	Apartment			2	2	2	0
155	1	Apartment			2	2	2	0
156	1	Apartment			2	2	2	0
157	1	Apartment			2	2	2	0
158	2	Apartment			2	2	2	0
159	1	Apartment			2	2	2	0
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162	1	Apartment		2		2	2	0
163	1	Apartment		2		2	2	0
164	3	Terrace End		2		2	2	0
165	3	Terrace Mid		2		2	2	0
166	3	Terrace End		2		2	2	0
167	3	Terrace End		2		2	2	0
168	3	Terrace Mid		2		2	2	0
169	3	Terrace End		2		2	2	0
170	3	Terrace End		2		2	2	0
171	3	Terrace Mid		2		2	2	0
172	3	Terrace End		2		2	2	0
173	3	Terrace End		2		2	2	0
174	3	Terrace Mid		2		2	2	0
175	3	Terrace End		2		2	2	0
176	3	Terrace End		2		2	2	0
177	3	Terrace Mid		2		2	2	0
178	3	Terrace End		2		2	2	0
179	3	Terrace End		2		2	2	0
180	3	Terrace Mid		2		2	2	0
181	3	Terrace End		2		2	2	0
182	4	Detached House	1	1	2	3.5	3	0.5
183	4	Detached House	2		4	5	3	2
184	4	Detached House	1	1	2	3.5	3	0.5
185	4	Detached House	1	1	2	3.5	3	0.5
186	4	Detached House	1	1	2	3.5	3	0.5
187	4	Detached House	1	1	2	3.5	3	0.5
188	4	Detached House	1	1	2	3.5	3	0.5
189	4	Detached House	1	1	2	3.5	3	0.5
190	4	Detached House	1	1	2	3.5	3	0.5
191	4	Detached House	1	1	2	3.5	3	0.5
192	4	Detached House	1	1	2	3.5	3	0.5
193	4	Detached House	1	1	2	3.5	3	0.5
194	4	Detached House	2		4	5	3	2
195	4	Detached House	2	3		4	3	1
196	4	Detached House	2		4	5	3	2
197	4	Detached House	2		4	5	3	2
198	4	Detached House	2		4	5	3	2
199	4	Detached House	2		4	5	3	2
200	4	Detached House	2		4	5	3	2
201	4	Detached House	2		4	5	3	2
202	4	Detached House	1	1	2	3.5	3	0.5
203	4	Detached House	2	1	2	4	3	1
204	4	Detached House	2	1	2	4	3	1
205	4	Detached House	2	1	2	4	3	1
206	4	Detached House	2	1	2	4	3	1
207	4	Detached House	2	1	2	4	3	1
208	4	Detached House	2		4	5	3	2
209	4	Detached House	2		4	5	3	2
210	4	Detached House	2		4	5	3	2
211	4	Detached House	2		4	5	3	2
212	4	Detached House	1	1	2	3.5	3	0.5
213	4	Detached House	1	1	2	3.5	3	0.5
214	4	Detached House	1	1	2	3.5	3	0.5
215	4	Detached House	2		4	5	3	2

Plot No	No. Bed	Type	Parking Provision				ADC Parking Standard	Standard Compliant?
			Garage	Allocated	Tandem	Total		
216	4	Detached House	1	1	2	3.5	3	0.5
217	4	Detached House	1	1	2	3.5	3	0.5
218	4	Detached House	1	1	2	3.5	3	0.5
219	4	Detached House	1	1	2	3.5	3	0.5
220	4	Detached House	1	1	2	3.5	3	0.5
221	4	Detached House	1	1	2	3.5	3	0.5
222	4	Detached House	1	1	2	3.5	3	0.5
223	4	Detached House	1	1	2	3.5	3	0.5
224	4	Detached House	1	1	2	3.5	3	0.5
225	4	Detached House	2		4	5	3	2
226	4	Detached House	2		4	5	3	2
227	4	Detached House	2		4	5	3	2
228	4	Detached House	2		4	5	3	2
229	4	Detached House	2		4	5	3	2
230	4	Detached House	1	1	2	3.5	3	0.5
231	4	Detached House	1	1	2	3.5	3	0.5
232	4	Detached House	1	1	2	3.5	3	0.5
233	4	Detached House	1	1	2	3.5	3	0.5
234	3	Semi Detached House			2	2	2	0
235	3	Semi Detached House			2	2	2	0
236	4	Detached House	1	1	2	3.5	3	0.5
237	4	Detached House	1	1	2	3.5	3	0.5
238	4	Detached House	1	1	2	3.5	3	0.5
239	4	Detached House	1	1	2	3.5	3	0.5
240	4	Detached House	1	1	2	3.5	3	0.5
241	4	Detached House	1	1	2	3.5	3	0.5
242	4	Detached House	1	1	2	3.5	3	0.5
243	4	Detached House	2		4	5	3	2
244	4	Detached House	2		4	5	3	2
245	4	Detached House	2		4	5	3	2
246	4	Detached House	2		4	5	3	2
247	4	Detached House	1	1	2	3.5	3	0.5
248	4	Detached House	1	1	2	3.5	3	0.5
249	4	Detached House	1	1	2	3.5	3	0.5
250	4	Detached House	2		4	5	3	2
251	4	Detached House	1	1	2	3.5	3	0.5
252	4	Detached House	1	1	2	3.5	3	0.5
253	4	Detached House	1	1	2	3.5	3	0.5
254	4	Detached House	1	1	2	3.5	3	0.5
255	4	Detached House	1	1	2	3.5	3	0.5
256	4	Detached House	1	1	2	3.5	3	0.5
257	4	Detached House	1	1	2	3.5	3	0.5
258	4	Detached House	1	3		3.5	3	0.5
259	1	Apartment		2		2	2	0
260	2	Apartment		2		2	2	0
261	3	Semi Detached House			2	2	2	0
262	2	Semi Detached House			2	2	2	0
263	2	Semi Detached House			2	2	2	0
264	3	Semi Detached House			2	2	2	0
265	1	Apartment		2		2	2	0
266	2	Apartment			2	2	2	0
267	4	Detached House	1	1	2	3.5	3	0.5
268	4	Detached House	1	1	2	3.5	3	0.5
269	4	Detached House	1	1	2	3.5	3	0.5
270	4	Detached House	1	1	2	3.5	3	0.5
271	4	Detached House	1	1	2	3.5	3	0.5
272	4	Detached House	1	1	2	3.5	3	0.5
273	4	Detached House	1	1	2	3.5	3	0.5
274	4	Detached House	1	1	2	3.5	3	0.5
275	4	Detached House	1	1	2	3.5	3	0.5
276	4	Detached House	1	1	2	3.5	3	0.5
277	4	Detached House	1	1	2	3.5	3	0.5
278	4	Detached House	1	1	2	3.5	3	0.5
279	4	Detached House	1	1	2	3.5	3	0.5
280	4	Detached House	1	1	2	3.5	3	0.5
281	4	Detached House	1	1	2	3.5	3	0.5
282	3	Semi Detached House			2	2	2	0
283	3	Semi Detached House			2	2	2	0
284	2	Semi Detached House			2	2	2	0
285	2	Semi Detached House			2	2	2	0
286	4	Detached House	1	1	2	3.5	3	0.5
287	4	Detached House	1	1	2	3.5	3	0.5
288	4	Detached House	1	1	2	3.5	3	0.5
289	4	Detached House	2		4	5	3	2
290	4	Detached House	1	1	2	3.5	3	0.5
291	4	Detached House	1	1	2	3.5	3	0.5
292	4	Detached House	1	1	2	3.5	3	0.5
293	3	Terrace End			2	2	2	0
294	3	Terrace Mid			2	2	2	0
295	3	Terrace End			2	2	2	0
296	2	Terrace End			2	2	2	0
297	2	Terrace Mid			2	2	2	0
298	2	Terrace End			2	2	2	0
299	3	Semi Detached House			2	2	2	0
300	3	Semi Detached House		2		2	2	0
301	2	Terrace End			2	2	2	0
302	2	Terrace Mid			2	2	2	0
303	2	Terrace End			2	2	2	0
304	3	Semi Detached House			2	2	2	0
305	3	Semi Detached House			2	2	2	0
306	3	Semi Detached House			2	2	2	0
307	3	Semi Detached House			2	2	2	0
308	3	Semi Detached House			2	2	2	0
309	3	Semi Detached House			2	2	2	0
310	3	Terrace End			2	2	2	0
311	3	Terrace Mid		2		2	2	0
312	3	Terrace End		2		2	2	0
313	3	Semi Detached House			2	2	2	0
314	3	Semi Detached House			2	2	2	0
315	2	Semi Detached House		2		2	2	0
316	2	Semi Detached House		2		2	2	0
317	2	Terrace End			2	2	2	0
318	2	Terrace Mid		2		2	2	0
319	2	Terrace Mid		2		2	2	0
320	2	Terrace End			2	2	2	0
321	2	Terrace End			2	2	2	0
322	2	Terrace Mid		2		2	2	0
323	2	Terrace Mid		2		2	2	0
324	2	Terrace End		2		2	2	0
325	2	Terrace End		2		2	2	0

Plot No	No. Bed	Type	Parking Provision				ADC Parking Standard	Standard Compliant?
			Garage	Allocated	Tandem	Total		
326	2	Terrace Mid		2		2	2	0
327	2	Terrace End			2	2	2	0
328	2	Terrace End			2	2	2	0
329	2	Terrace Mid			2	2	2	0
330	2	Terrace End			2	2	2	0
331	3	Terrace End		2		2	2	0
332	3	Terrace Mid		2		2	2	0
333	3	Terrace End			2	2	2	0
334	3	Terrace End			2	2	2	0
335	3	Terrace Mid		2		2	2	0
336	3	Terrace Mid		2		2	2	0
337	3	Terrace End		2		2	2	0
338	2	Terrace End			2	2	2	0
339	2	Terrace Mid			2	2	2	0
340	2	Terrace End			2	2	2	0
341	3	Terrace End			2	2	2	0
342	3	Terrace Mid			2	2	2	0
343	3	Terrace End		2		2	2	0
344	2	Terrace End		2		2	2	0
345	2	Terrace Mid		2		2	2	0
346	2	Terrace End			2	2	2	0
347	2	Terrace End			2	2	2	0
348	2	Terrace Mid			2	2	2	0
349	2	Terrace End			2	2	2	0
350	3	Terrace End			2	2	2	0
351	3	Terrace Mid		2		2	2	0
352	3	Terrace End		2		2	2	0
353	2	Terrace End			2	2	2	0
354	2	Terrace Mid			2	2	2	0
355	2	Terrace Mid			2	2	2	0
356	2	Terrace End			2	2	2	0
357	3	Semi Detached House		2		2	2	0
358	3	Semi Detached House		2		2	2	0
359	3	Semi Detached House		2		2	2	0
360	3	Semi Detached House		2		2	2	0
361	4	Terrace End		3		3	3	0
362	4	Terrace Mid		1	2	3	3	0
363	4	Terrace End		1	2	3	3	0
364	3	Terrace End		2		2	2	0
365	3	Terrace Mid		2		2	2	0
366	3	Terrace End		2		2	2	0
367	2	Terrace End			2	2	2	0
368	2	Terrace Mid		2		2	2	0
369	2	Terrace End		2		2	2	0
370	2	Semi Detached House			2	2	2	0
371	2	Semi Detached House			2	2	2	0
372	3	Semi Detached House			2	2	2	0
373	3	Semi Detached House			2	2	2	0
374	3	Semi Detached House			2	2	2	0
375	4	Semi Detached House		3		3	3	0

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TOTAL **375**

	Dwellings	Garages	Driveway	Tandem	Total	Provision per HH
North	181	0	226	140	366	2.0
South	194	127	153	360	576.5	3.0
Total	375	127	379	500	942.5	2.5

